



**DRAFT MEMORANDUM**

**DATE:** March 2010

**TO:** North Linden and South Linden Area Commissions

**FROM:** Todd Singer, AICP, Senior Planner

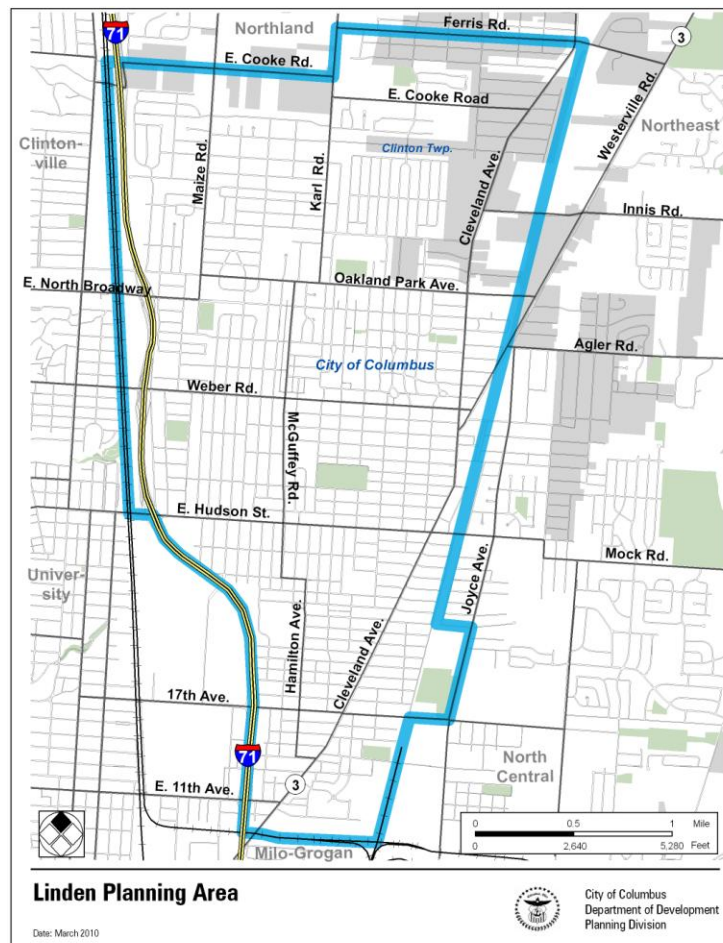
**RE:** Existing Conditions – Linden Area Plans Update

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**Planning Area Boundaries**

The Linden planning area is located north-northeast of downtown Columbus, beginning approximately 2.2 miles from the intersection of Broad and High streets. The area is bounded on the north by E. Cooke, Karl, and Ferris roads; on the east by a partially-abandoned railroad right-of-way, and 25<sup>th</sup>, Joyce, and 17<sup>th</sup> avenues; on the south by the Norfolk Southern rail corridor; and on the west by Interstate 71, E. Hudson St., and the CSX Transportation/Norfolk Southern rail corridor.

Nearly 90% of the 4,184-acre (6.54 sq. mile) planning area lies within the corporate limits of the City of Columbus, with approximately 500 acres remaining unincorporated and almost entirely within Clinton Township. The planning area spans an average of just over 1.6 miles from west to east and four miles from north to south.





## Summary of Findings

### Demographics, Housing, and Employment

- The area's population dropped by 4,645 persons (or – 10.4%) between 1990 and 2000 -- from 44,569 to 39,924 persons -- while during the same time period, the number of households dropped by 1,040 (or – 6.1%) -- from 17,004 to 15,964 -- resulting in a drop in the average household size from 2.6 to 2.5 persons. During the same period, Columbus as a whole experienced a similar drop from 2.5 to 2.4 persons/household. (U.S. Censuses 1990 and 2000)
- The estimated median age of planning area residents was 34.3 years in 2000, compared to 30.6 years for the city as a whole. Approximately 42.3% of the planning area's population was African American and about 52.3% was white, with other races and persons of mixed race comprising roughly 5.5% of the population. As is typical, the female population (20,933 or 52.4%) in the area was higher than the male population (18,991 or 47.6%). (U.S. Census 2000)
- In 2000, there were 17,460 housing units in Linden with 15,784 (90.4%) of them occupied. Of the occupied units, 9,833 (62.3%) were owner-occupied and 5,951 (37.7%) were occupied by renters. Housing in the Linden area is significantly older than that of the city as a whole. Within the planning area in 2000, the estimated median year owner-occupied housing units were built was 1951. The corresponding figure for the city as a whole was 1969. For renter-occupied units, the corresponding figures were 1958 and 1972 respectively. (U.S. Census 2000)
- Two-thirds of the more than 17,000 employed civilians age 16 and over in the area worked in one of the following seven occupational areas (listed in descending order): office and administrative support; production; transportation and material moving; sales and related occupations; food preparation and serving; construction and extraction; and building and grounds cleaning and maintenance. (U.S. Census 2000)

### Opportunities and Constraints

- Opportunities for redevelopment, including mixed use, have been identified at a number of nodes along Cleveland Avenue, at several I-71 interchanges, and at the Northern Lights Shopping Center and nearby Shoe Company of America sites. Scattered vacant residential locations provide opportunities for infill housing. (staff research and stakeholder interviews)
- Very few physical constraints exist as Linden is comprised of high ground with no streams crossing the area. There is a significant amount of unincorporated land interspersed with Columbus properties in North Linden, potentially leading to jurisdictional challenges. The impacts of the home foreclosure crisis are also seen as constraints that must be overcome. (staff research and stakeholder interviews)

### Annexation History

- The vast majority of the Linden area was annexed to the City of Columbus between 1910 and 1927. Annexation began anew in the mid-1950s, with the most recent parcel added to the city in 2002. (staff research)

### Land Use and Zoning

- In the planning area, more than three-quarters of the land not publicly owned (such as for road rights-of-way) is used for residential purposes, most of that being used for single-family housing. Institutional, commercial, and warehouse/distribution uses make up nearly 17% of the non-public land. (staff research)
- Of the city of Columbus land which is currently zoned, over 87% is zoned residential (predominantly for medium-density, single- and two-family housing units). Other significant general zoning categories include retail/office, manufacturing, and institutional. (staff research)

### Urban Form

- Linden is a predominantly a medium-density residential area. (staff research)
- The planning area is almost entirely built out with urban land uses. (staff research)



- Ten parks provide significant green space as do many school properties. (staff research and stakeholder interviews)
- Scattered, often disconnected business districts line Cleveland Ave. and E. Hudson St. They tend to lack cohesive and attractive images and identities. (staff research and stakeholder interviews)
- The Maintenance of some residential, commercial, and publicly-owned properties has been on the decline in recent years. (stakeholder interviews)

#### Transportation / Capital Improvements

- The area is well served by roadways designed especially for automobiles and other motorized traffic. It has good access to the freeway system and, overall, there is good internal circulation. Major highways and arterials are I-71, Cleveland Ave., Westerville Rd., E. North Broadway, Oakland Park Ave., E. Hudson St., E. 11<sup>th</sup> Ave., and Karl Rd. Collector streets include Joyce, Weber, McGuffey, Maize, Ferris, and E. Cooke roads as well as 17<sup>th</sup> Ave. (staff research and stakeholder interviews)
- The Linden Area Traffic Management Plan has been developed jointly with the city and the neighborhood to promote better balance in the transportation system.
- An improved system for internal bicycle circulation has recently been promoted and a number of Operation SAFEWALKS sidewalk projects have been identified within the planning area. (staff research)
- Public transit (bus) service is as convenient in the planning area as anywhere in Central Ohio and includes a transit center and a neighborhood circulator. Crosstown (east/west) service could be improved with the addition of routes and/or improved frequency. (staff research and stakeholder interviews)

#### Other Community Facilities and Infrastructure / Capital Improvements

- A host of community facilities and infrastructure serve the area, including numerous schools, a library, a post office, two fire stations, a police substation, three recreation centers, and many houses of worship. (staff research and stakeholder interviews)
- A large sanitary sewer rehabilitation project is planned for the area, as are many stormwater management projects. (staff research)

#### Natural Environment

- In addition to those in public parks, the planning area has many stands of mature trees well distributed throughout the residential areas. (staff research)
- The topography is quite flat, interrupted by no stream or ravines. (staff research)
- There are very few potential wetland areas, with most of those in North Linden. (staff research)

#### Economic Development

- Linden is well situated to provide access to employment centers nearby, including downtown and OSU, and to rehabilitate and diversify the uses of opportunity sites within the planning area, thus creating good jobs and providing a better variety of retail and service offerings to residents. (staff research and stakeholder interviews)
- Residents generally don't perceive the area itself as a prime employment center, now or in the future. (stakeholder interviews)

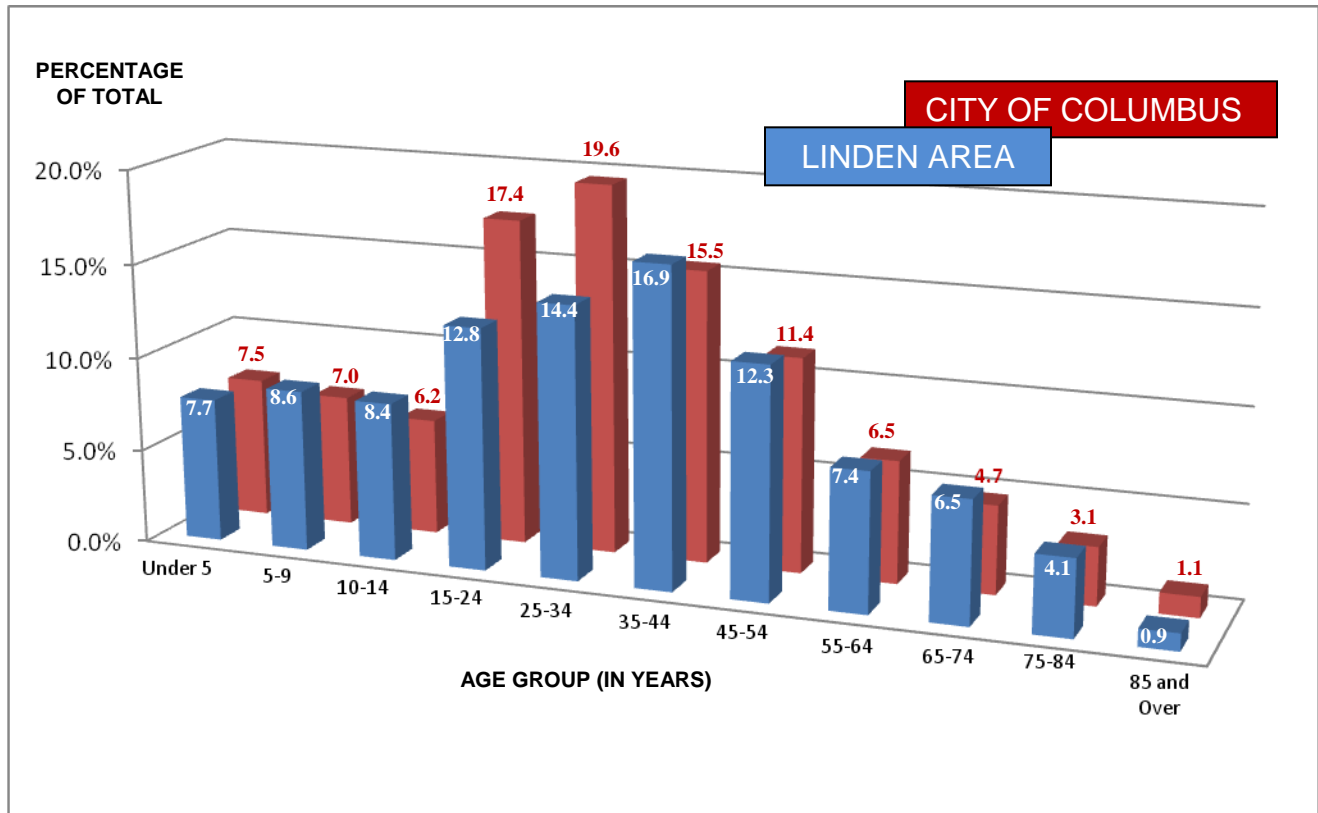


### Demographics, Housing, and Employment (Existing and Forecasts)

The Linden planning area included 39,787 residents and 15,952 households in 2000, resulting in 2.49 persons per household (as compared to 2.36 for the city as a whole). The planning area population was considerably older than the city as a whole with a median age of 34.3 years. The corresponding figure for the city was 30.6 years. The planning area population included higher percentages than the city in all age groups below age 15 and between 35 and 84. Its percentages were lower than the city's in the 15-34 age group and in those 85 and older. The Linden population decreased 7.7% between 1990 and 2000, while the number of households decreased by 3.5%, indicating that a gradual reduction is the general trend in average household size.

Demographic Estimates	1990	2000	Change	% Change
<b>POPULATION: Totals and by Sex</b>				
Lindens Planning Area: Total Population	44,569	39,924	- 4,645	- 10.4%
Male	20,987 (47.1%)	18,991 (47.6%)	- 1,996	- 9.5%
Female	23,582 (52.9%)	20,933 (52.4%)	- 2,649	- 11.2%
<b>HOUSEHOLDS</b>				
Total Households	17,004	15,964	- 1,040	- 6.1%
Average Household Size (persons/household)	2.62	2.50	- 0.12	- 4.6%
<b>POPULATION: Race and Ethnicity</b>				
Black or African American	16,460 (36.9%)	16,879 (42.3%)	+419	+2.5%
White	27,376 (61.4%)	20,866 (52.3%)	- 6,510	- 23.8%
Native American (including Alaskan native)	116 (0.3%)	147 (0.4%)	+31	+26.7
Asian	434 (1.0%)	571 (1.4%)	+137	+31.6%
Other (1990); Other and Mixed Race (2000)	183 (0.4%)	1,461 (3.7%)	+1,278	+698.4%
Hispanic or Latino (of any race)	364 (0.8%)	733 (1.8%)	+369	+101.4%
<b>POPULATION: Age</b>				
Under 5 years of age	3,922 (8.8%)	3,074 (7.7%)	- 848	- 21.6%
5 - 9 years of age	3,610 (8.1%)	3,433 (8.6%)	- 177	- 4.9%
10 - 14 years of age	3,254 (7.3%)	3,354 (8.4%)	+100	+3.1%
15 - 24 years of age	5,980 (13.4%)	5,110 (12.8%)	- 870	- 14.5%
25 - 34 years of age	8,691 (19.5%)	5,749 (14.4%)	- 2,942	- 33.9%
35 - 44 years of age	5,964 (13.4%)	6,747 (16.9%)	+783	+13.1%
45 - 54 years of age	3,878 (8.7%)	4,912 (12.3%)	+1,034	+26.7%
55 - 64 years of age	4,056 (9.1%)	2,954 (7.4%)	- 1,102	- 27.2%
65 - 74 years of age	3,432 (7.7%)	2,595 (6.5%)	- 837	- 24.4%
75 - 84 years of age	1,515 (3.4%)	1,637 (4.1%)	+122	+8.1%
85 years of age and over	267 (0.6%)	359 (0.9%)	+92	+34.5%
<b>18 years of age and over</b>	<b>32,053 (71.9%)</b>	<b>24,286 (70.8%)</b>	<b>- 7,767</b>	<b>- 24.2%</b>
<b>65 years of age and over</b>	<b>5,214 (11.7%)</b>	<b>4,591 (11.5%)</b>	<b>- 623</b>	<b>- 11.9%</b>

Sources: U.S. Censuses: 1990 and 2000 and staff analyses



Housing Unit Estimates	Census 2000	Percent of Total Housing Units	Percent of Occupied Housing Units
Total Housing Units	17,460	100.0%	
Occupied Housing Units	15,784	90.4%	100.0%
Owner-Occupied	9,833	56.3%	62.3%
Renter-Occupied	5,951	34.1%	37.7%
Unoccupied	1,676	9.6%	

Source: U.S. Census 2000 and staff analyses

### Employment and Income

According to Census 2000, there were over 17,000 employed civilians aged 16 and over within the Lindens planning area with 66.7% working in the following areas: office and administrative support; production; transportation and material moving; sales and related occupations; food preparation and serving; construction and extraction; and building and grounds cleaning and maintenance. The



estimated 1999 median household income in the planning area was \$29,465, equal to about 78% of that of the city as a whole.

LINDEN AREA: OCCUPATIONS OF RESIDENTS, ESTIMATED	EMPLOYED CIVILIANS AGE 16 YEARS AND OVER	PERCENTAGE OF TOTAL
Office and administrative support occupations	3,582	21.0%
Production occupations	1,625	9.5%
Transportation and material moving occupations	1,606	9.4%
Sales and related occupations	1,400	8.2%
Food preparation and serving related occupations	1,106	6.5%
Construction and extraction occupations	1,037	6.1%
Building and grounds cleaning and maintenance occupations	1,018	6.0%
Installation, maintenance, and repair occupations	809	4.8%
Business and financial operations occupations	699	4.1%
Management occupations, except farmers and farm managers	664	3.9%
Healthcare practitioners and technical occupations	649	3.8%
Healthcare support occupations	551	3.2%
Education, training, and library occupations	498	2.9%
Personal care and service occupations	405	2.4%
Protective service occupations	298	1.8%
Computer and mathematical occupations	257	1.5%
Arts, design, entertainment, sports, and media occupations	224	1.3%
Community and social services occupations	196	1.2%
Architecture and engineering occupations	174	1.0%
Life, physical, and social science occupations	102	0.6%
Legal occupations	89	0.5%
Farming, fishing, and forestry occupations	21	0.1%
Farmers and farm managers	8	0.0%
<b>TOTAL</b>	<b>17,018</b>	<b>99.8%*</b>

Source: U.S. Census 2000 and staff analysis

\*Error due to rounding.



## **Opportunities and Constraints**

This section is designed to summarize the key physical attributes of the planning area that may have an influence on development – either as a positive opportunity or as a negative constraint. Opportunities are typically locations, circumstances, or situations that may allow for physical and other future improvements in and to the planning area. Constraints may be environmental factors, ownership patterns, or other existing circumstances that serve to limit the realistic possible preferred future for the area. Both are identified by existing documents and/or stakeholder interviews. Future work will allow for the identification of others.

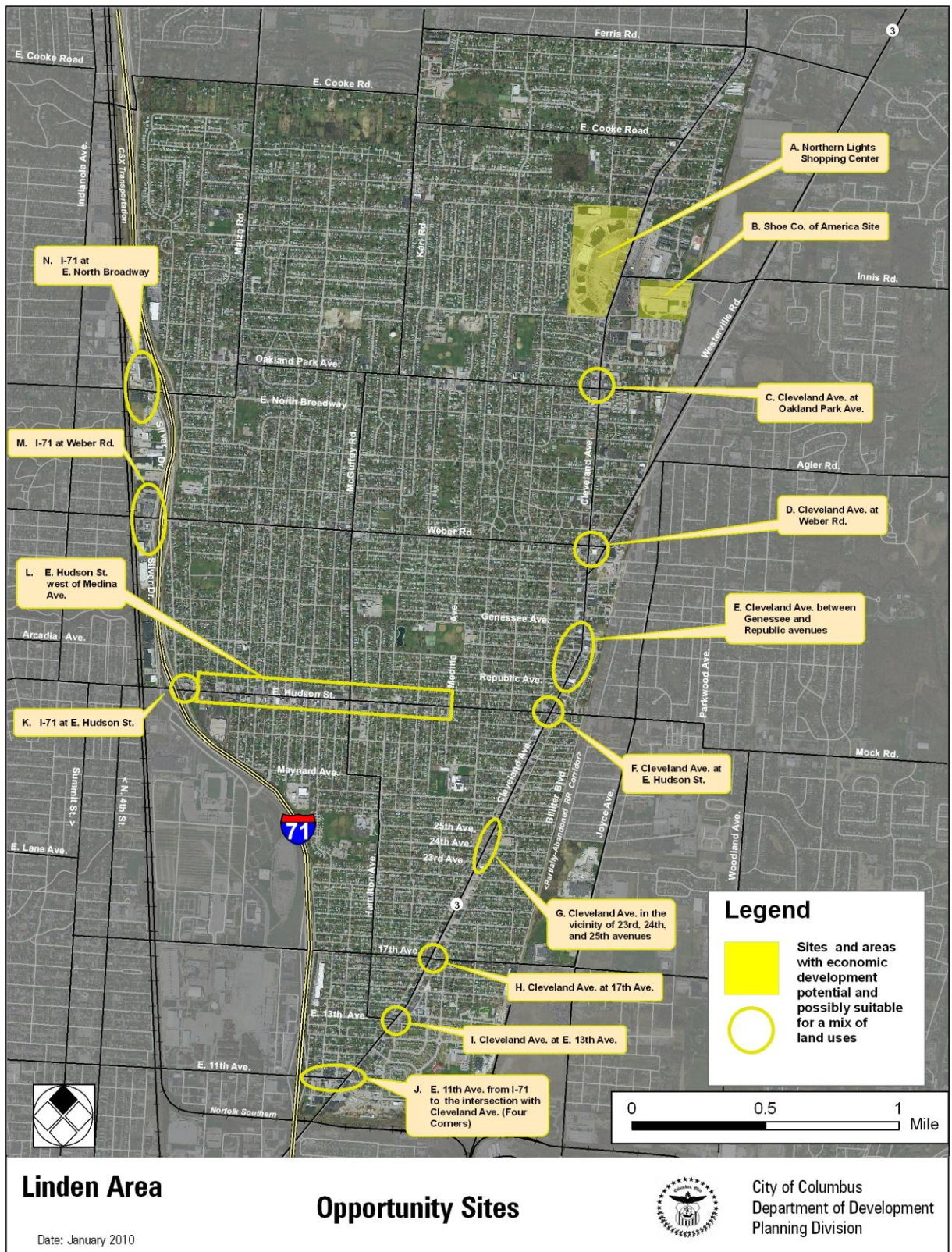
### **Opportunities**

While the Linden planning area is already built out with urban land uses at urban densities, a number of redevelopment opportunities exist. Past planning efforts, windshield surveys, and stakeholder interviews have highlighted the following opportunities:

- A. the 55.1 +/- acre Northern Lights Shopping Center at the intersection of Cleveland Ave. and Innis Rd.,
- B. the 17.6 +/- acre Shoe Company of America site on the south side of Innis Rd. between Cleveland Ave. and Westerville Rd.,
- C. parcels at or near the intersection of Cleveland and Oakland Park avenues,
- D. parcels at or near the intersection of Cleveland Ave. and Weber Rd.,
- E. parcels along Cleveland Ave. between Genessee and Republic avenues,
- F. parcels at or near the intersection of Cleveland Ave. and E. Hudson St.,
- G. parcels along Cleveland Ave. in the vicinity of 23<sup>rd</sup>, 24<sup>th</sup>, and 25<sup>th</sup> avenues,
- H. parcels at or near the intersection of Cleveland and 17<sup>th</sup> avenues,
- I. parcels at or near the intersection of Cleveland and 13<sup>th</sup> avenues,
- J. E. 11<sup>th</sup> Ave. between I-71 and its intersection with Cleveland Ave. (Four Corners),
- K. parcels at or near the E. Hudson St. interchange with I-71,
- L. parcels along E. Hudson St. west of Medina Ave.,
- M. parcels at or near the Weber Rd. interchange with I-71, and
- N. parcels at or near the E. North Broadway interchange with I-71.

In addition, there are a number of locations which serve as gateways to the area and could be visually enhanced to better serve that function. These are found largely along the I-71 and Cleveland Ave. corridors. Along the planning area's eastern border, a partially-abandoned railroad right-of-way could serve a transportation function, perhaps as a continuous mixed use trail. Its close proximity to medium-density residential development is a potential constraint as well. Along the western border, the potential of a fixed guideway public transit system serves as an opportunity for enhanced economic development at possible transit stop locations.





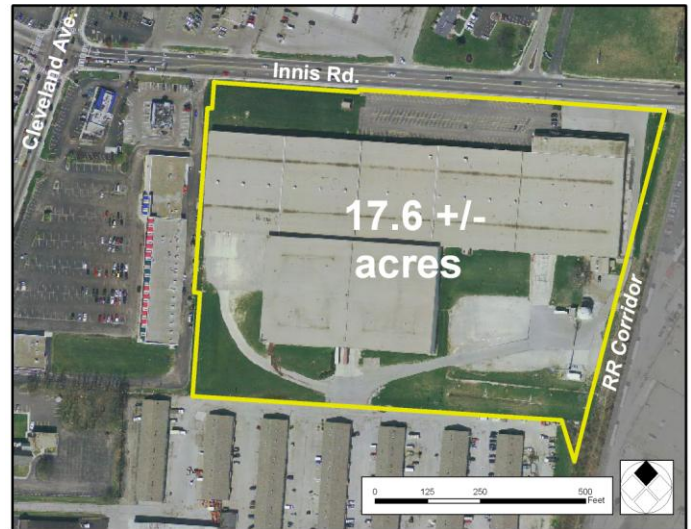




A. Northern Lights Shopping Center



B. Shoe Company of America site



C. Cleveland Ave. at Oakland Park Ave.



D. Cleveland Ave. at Weber Rd.







E. Cleveland Ave. between Genessee and Republic avenues



F. Cleveland Ave. at E. Hudson St.



G. Cleveland Ave. in the vicinity of 23<sup>rd</sup>, 24<sup>th</sup>, and 25<sup>th</sup> avenues



H. Cleveland Ave. at 17<sup>th</sup> Ave.







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I. Cleveland Ave. at 13<sup>th</sup> Ave.



J. Cleveland Ave. at E. 11<sup>th</sup> Ave. and Four Corners



L. E. Hudson St. west of Medina Ave.



K. I-71 at E. Hudson St.



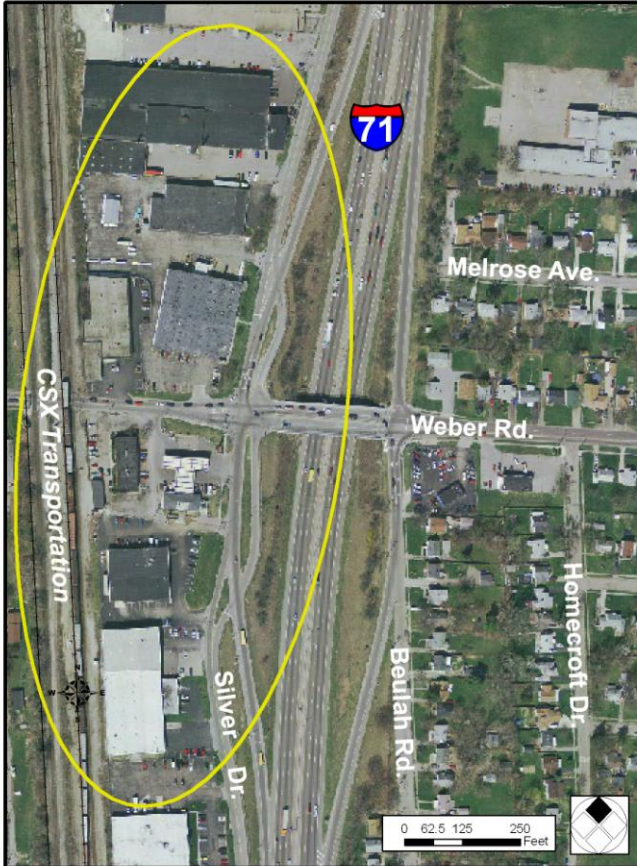




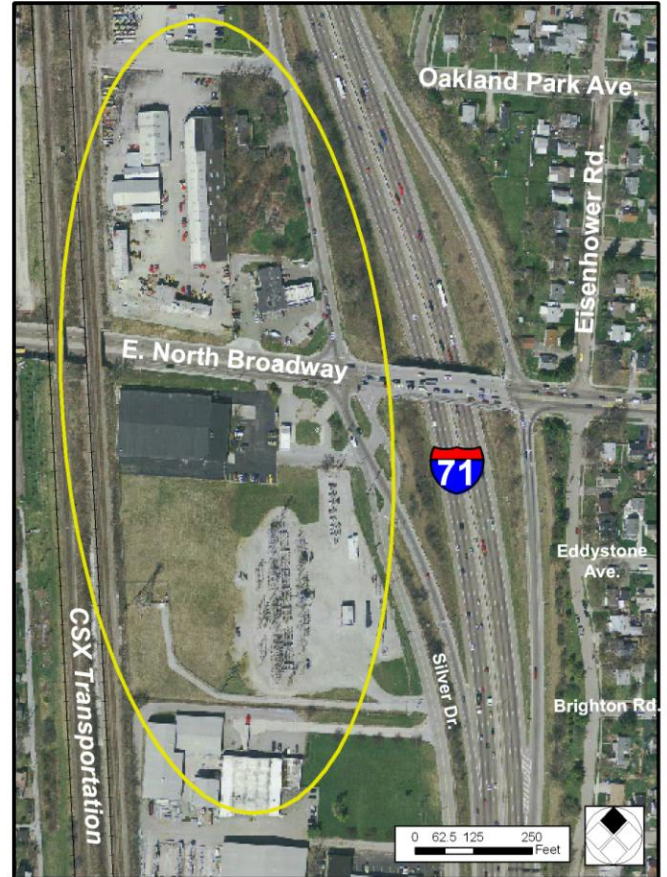
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M. I-71 at Weber Rd.



N. I-71 at E. North Broadway



### Constraints

Constraints are very limited within Linden as there are no streams, ravines, or flood prone areas and very few wetlands. In the northern portion of the planning area, there is some unincorporated land which could potentially cause minor coordination challenges. The physical appearance of E. Hudson St. and portions of Cleveland Ave. provides challenges to the enhancement of the area's aesthetic qualities.



## Linden Area

Date: December 2009

## OPPORTUNITIES AND CONSTRAINTS



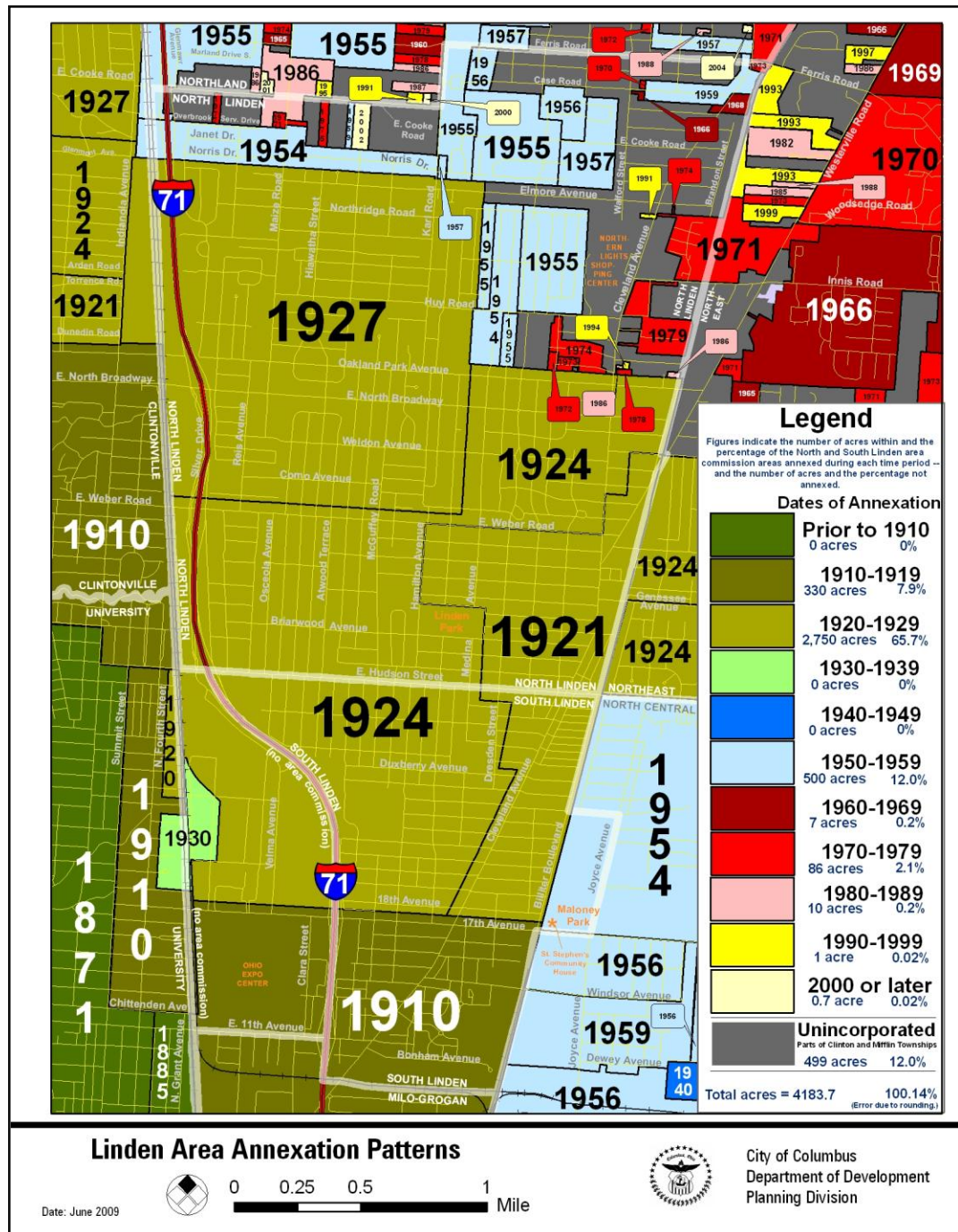
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## Annexation History

Most of the planning area was annexed into the City of Columbus during or prior to 1927. Annexation was renewed during the mid-1950s and the most recent annexation within Linden occurred in 2002. (See map below.) (staff research)



Source: Columbus annexation records

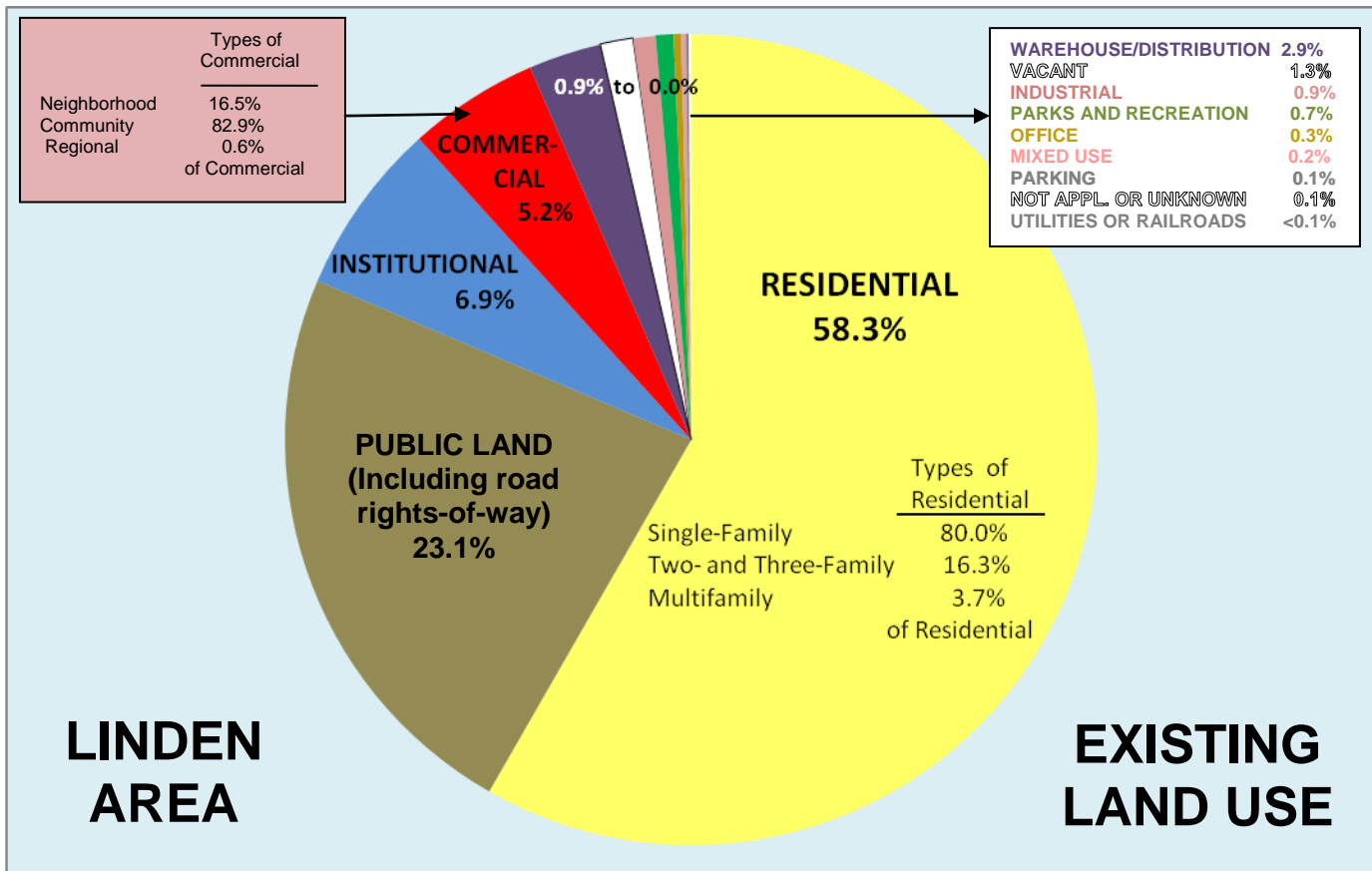


## Land Use and Zoning

### Existing Land-Use Patterns

As would be expected in this largely “bedroom” community, 58.3% of the Linden planning area is currently used for residential purposes, with 80% of that being single-family housing. Institutional and Commercial uses make up over 12% of the area. Other land-use categories and sub-categories are shown in the table, chart, and map below.

<b>LINDENS AREA EXISTING LAND USE BY CATEGORY AND SUB-CATEGORY</b>			
CATEGORY OR SUB-CATEGORY	ACRES	PERCENTAGE OF TOTAL ACRES	PERCENTAGE OF CATEGORY ACRES
Residential	2,417.2	58.3%	100.0%
Single-Family Residential	1,933.3	46.6%	80.0%
Two- and Three-Family Residential	393.4	9.5%	16.3%
Multifamily Residential	88.6	2.1%	3.7%
Public Land Such as Roadway Rights-of Way	957.5	23.1%	
Institutional	288.0	6.9%	
Commercial	215.6	5.2%	100.0%
Neighborhood Commercial	35.6	0.9%	16.5%
Community Commercial	178.7	4.3%	82.9%
Regional Commercial	1.3	<0.1%	0.6%
Warehouse/Distribution	122.0	2.9%	
Vacant	55.5	1.3%	
Industrial	35.9	0.9%	
Parks and Recreation	27.3	0.7%	
Office	13.1	0.3%	
Mixed Use	7.1	0.2%	
Parking	4.2	0.1%	
Not Applicable or Unknown	4.0	0.1%	
Utilities or Railroad	<0.1	<0.1%	
TOTAL	4,147.4	100.0%	

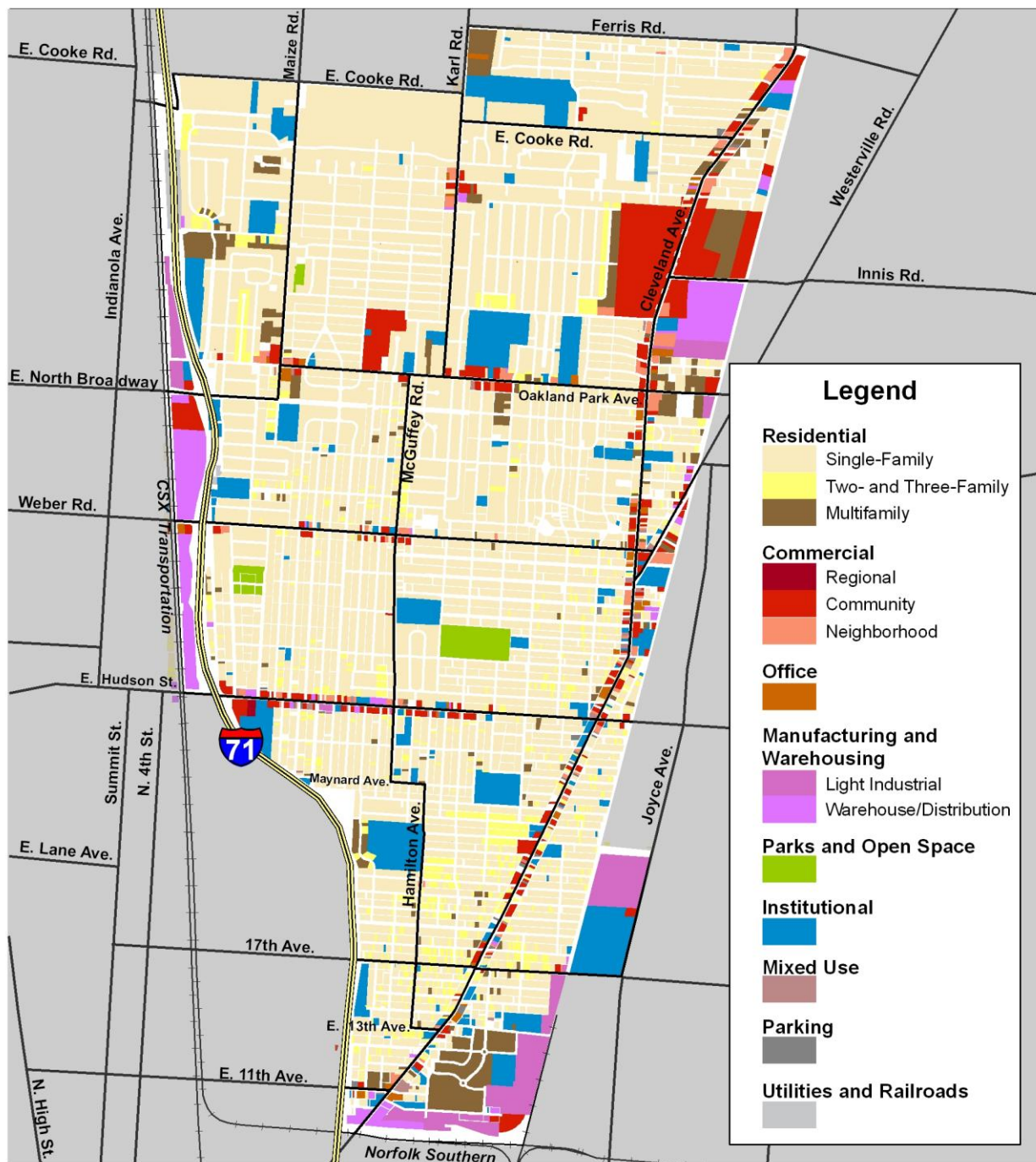


Source for the table and chart above and map below: Franklin County Auditor's data and staff analysis.



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Linden Area

Existing Land Use



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Date: January 2010





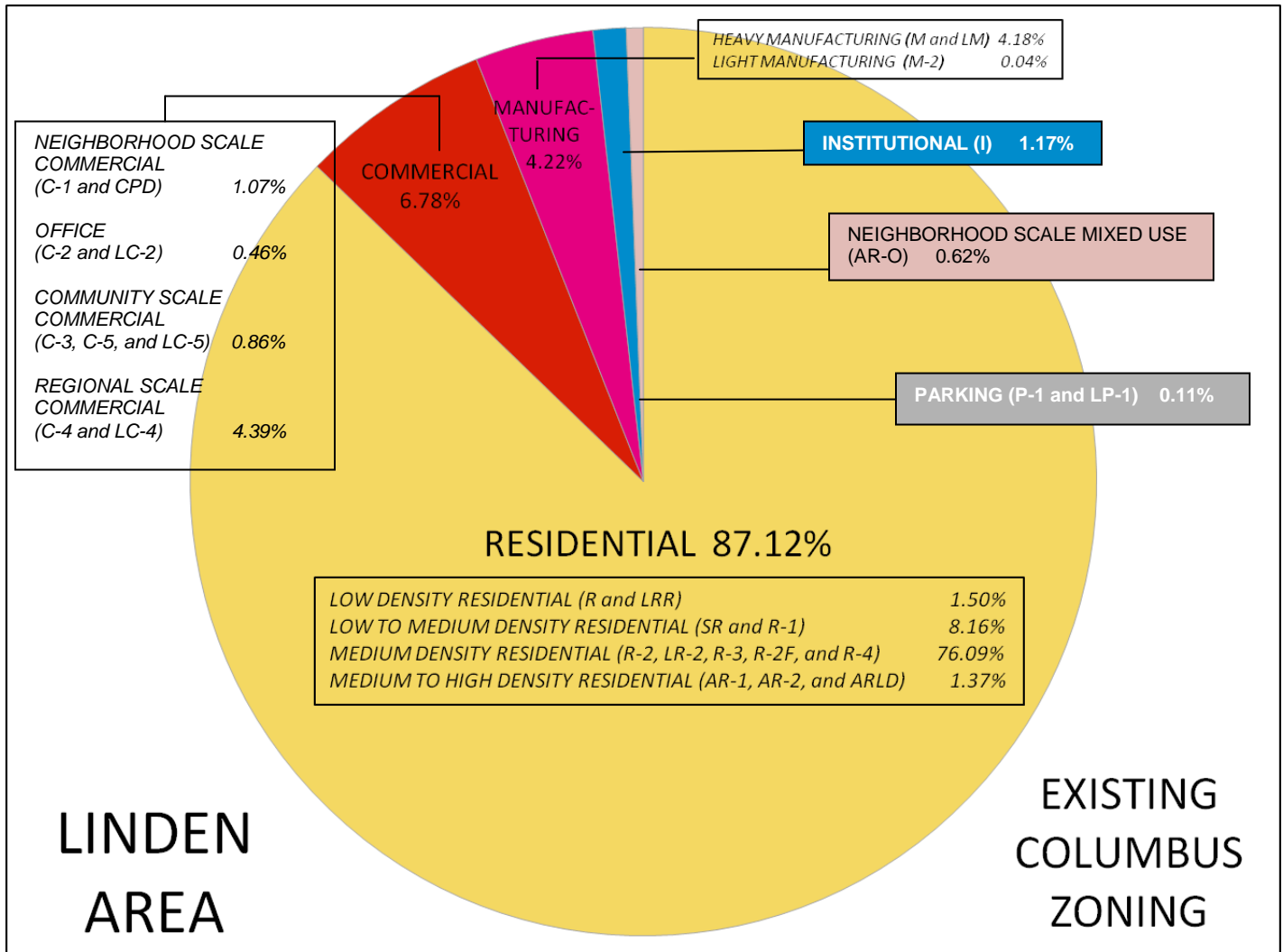
## Existing Zoning Patterns

Over 87% of the zoned land within the Linden planning area falls into one of the residential zoning categories, mostly medium density classifications. Please note that, in general, these zoning categories allow not only residential uses but also houses of worship, schools, parks, libraries, and the like.

The remaining approximately 12% of zoned land is included as one of the following generalized zoning classifications: commercial/office, manufacturing, institutional, mixed use, and parking. The chart, graph, and map below illustrate the distribution of generalized zoning within the area.

ZONING CLASSIFICATION	CLASSIFICATION ACRES	GENERAL ZONING CATEGORY	CATEGORY ACRES
R	35.88	<b>LOW DENSITY RESIDENTIAL</b>	38.80
LRR	2.93		
SR	207.38	<b>LOW-MEDIUM DENSITY RESIDENTIAL</b>	211.62
R1	4.24		
R2	113.98	<b>MEDIUM DENSITY RESEIDENTIAL</b>	1,974.41
LR2	3.73		
R3	1,686.35		
R2F	13.03		
R4	157.33		
AR1	21.48	<b>MEDIUM-HIGH DENSITY RESEIDENTIAL</b>	35.58
AR2	1.07		
ARLD	13.04		
ARO	13.21	<b>NEIGHBORHOOD SCALE MIXED USE</b>	13.21
C1	2.07	<b>NEIGHBORHOOD SCALE COMMERCIAL</b>	27.81
CPD	25.74		
C2	11.59	<b>OFFICE</b>	11.95
LC2	0.36		
C3	19.25	<b>COMMUNITY SCALE COMMERCIAL</b>	22.30
C5	1.99		
LC5	1.06		
C4	111.48	<b>REGIONAL SCALE COMMERCIAL</b>	113.93
LC4	2.45		
M	99.42	<b>HEAVY INDUSTRIAL</b>	108.35
LM	8.93		
M2	1.16	<b>LIGHT INDUSTRIAL</b>	1.16
I	30.31	<b>INSTITUTIONAL</b>	30.31
P1	2.48	<b>PARKING</b>	2.73
LP1	0.25		
<b>TOTAL (ACRES)</b>	<b>2,592.17</b>		<b>2,592.17</b>

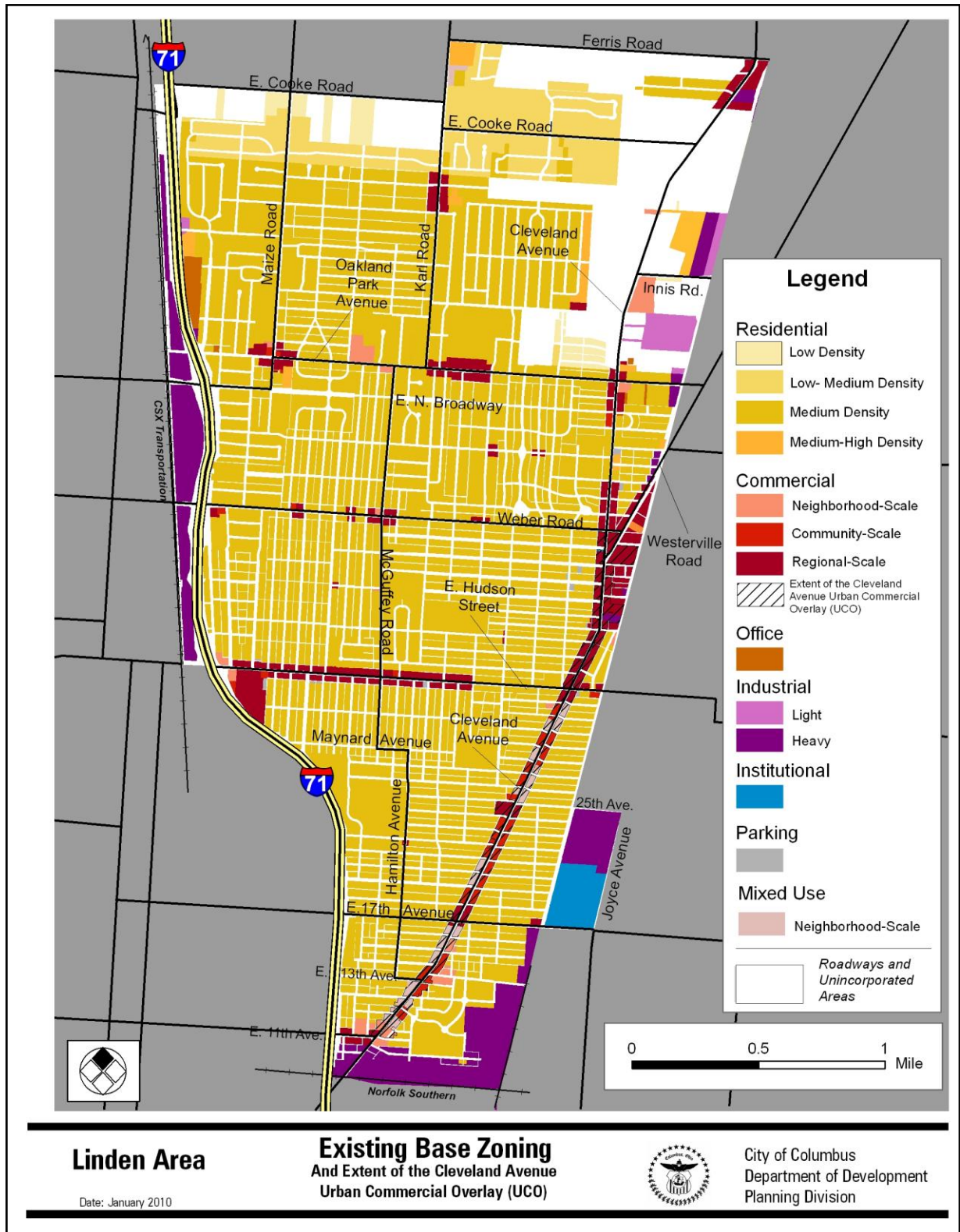






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Source for three graphics above: Columbus zoning data



### Zoning Overlays

Within the planning area, there is currently an urban commercial overlay applicable to commercial properties along Cleveland Ave. from E. 11<sup>th</sup> Ave. to Weber Rd.

### Anticipated Development

No private sector development proposals have been identified.

### Land Use and Zoning Conflicts

Generally, the existing land uses and zoning classifications within the planning area are consistent.

### Urban Form

Housing density patterns in the Linden planning area consist primarily of single- and two-family dwelling units at a density of six to 10 dwelling units per acre. A small amount of higher density housing (10-12 units per acre) is located where some of the newer apartment complexes have been built in North Linden.

There is generally a lack of gateway identification for the area-as-a-whole. In fact, the Linden planning area has traditionally been thought of as two distinct neighborhoods: North Linden and South Linden. Considerable attention will be needed to provide the area with a cohesive, unique identity distinguishing it from neighboring parts of Columbus. Several possible gateway locations exist along major perpendicular roadways within the Cleveland Ave. and I-71 corridors and at the borders with Northland to the north and the Milo-Grogan neighborhood to the south.

Cleveland Ave. serves as the principal north-south arterial within the area and I-71 serves as a major expressway along its western border. Karl, Maize, and McGuffey roads provide additional north-south connections, as does Hamilton Ave. to a lesser extent. E. North Broadway, Oakland Park Ave., and E. Hudson St. provide the principal east-west connections, with Cooke and Ferris roads, Weber Rd., 17<sup>th</sup> Ave., and E. 11<sup>th</sup> Ave. providing additional access to I-71. Activity nodes (points of concentrated public activity) exist primarily at major intersections with Cleveland Avenue, along E. Hudson St., and at I-71 interchanges.

### Transportation / Capital Improvements

#### Motorized Vehicular Traffic

The table below identifies the functional classification of freeways, arterials, and collector streets within the planning area. The map which follows graphically shows these roadway corridors and includes traffic counts for many locations.



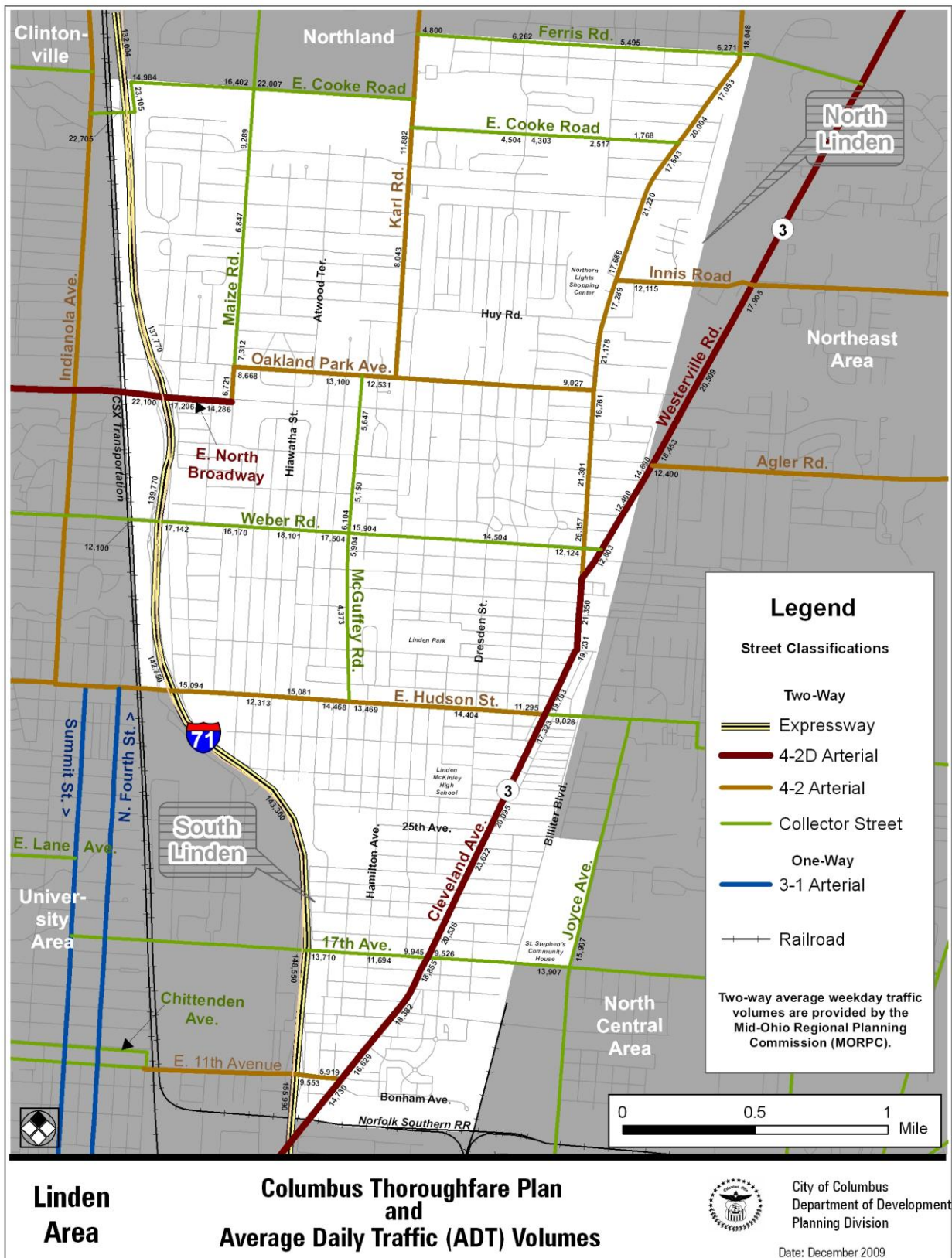
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**Major Roadways from the Columbus Thoroughfare Plan (1993) within the Linden Planning Area**

Roadway	Arterial Classification	Description
<ul style="list-style-type: none"> <li>Interstate 71</li> </ul>	F	Freeways / Expressways – Divided high-speed roads with rights-of-way and pavement widths that vary.
<ul style="list-style-type: none"> <li>Cleveland Avenue (south of Westerville Road)</li> <li>E. North Broadway (west of Maize Road)</li> <li>Westerville Road (north of Cleveland Avenue)</li> </ul>	4-2D	Two-way streets that include four moving lanes with a median divider on mainline sections.
<ul style="list-style-type: none"> <li>Cleveland Avenue (north of Westerville Road)</li> <li>East 11<sup>th</sup> Avenue</li> <li>E. Hudson Street (west of Cleveland Avenue)</li> <li>Innis Road</li> <li>Karl Road</li> <li>Maize Road (Oakland Park Avenue to E. North Broadway)</li> <li>Oakland Park Avenue (Maize Road to Cleveland Avenue)</li> </ul>	4-2	Two-way streets that include four moving lanes on mainline sections.
<ul style="list-style-type: none"> <li>E. Cooke Road</li> <li>E. Hudson Street (east of Cleveland Avenue)</li> <li>Ferris Road</li> <li>Joyce Avenue</li> <li>Maize Road (north of Oakland Park Avenue)</li> <li>McGuffey Road (Oakland Park Avenue to E. Hudson Street)</li> <li>17<sup>th</sup> Avenue</li> <li>Weber Road</li> </ul>	C	Two-way streets with moving lanes and two parking or additional moving lanes.

Source: Columbus Thoroughfare Plan



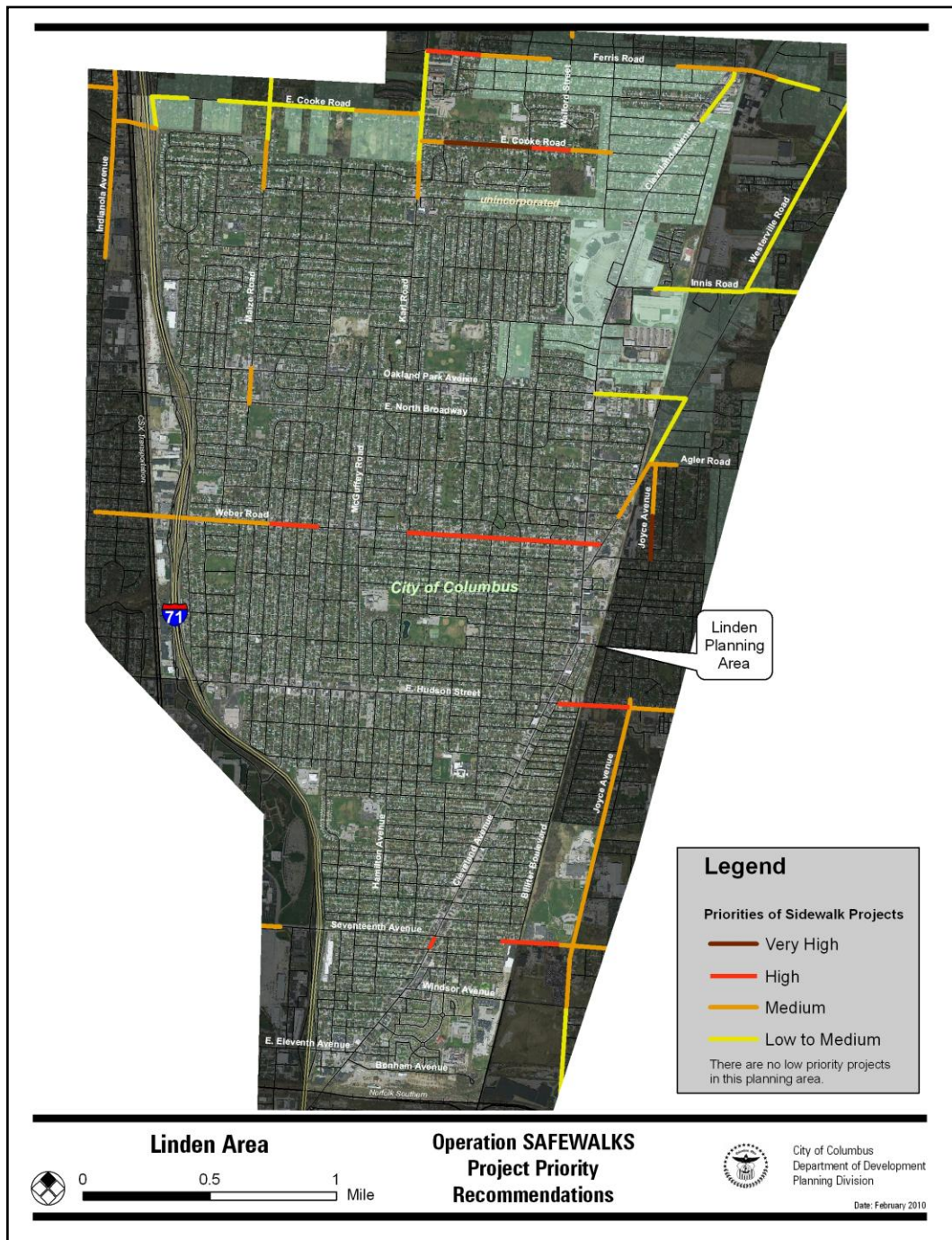
Sources: Columbus Thoroughfare Plan and Mid-Ohio Regional Planning Commission (MORPC) traffic counts data





## Pedestrian Movement

While much of the older, southern portions of the planning area are well-served with sidewalks, pedestrian facilities tend to be less common in the newer portions to the north. The city is focusing its efforts to build new sidewalks near schools throughout the city. The city's Operation SAFEWALKS projects and their relative priorities are shown on the map below.



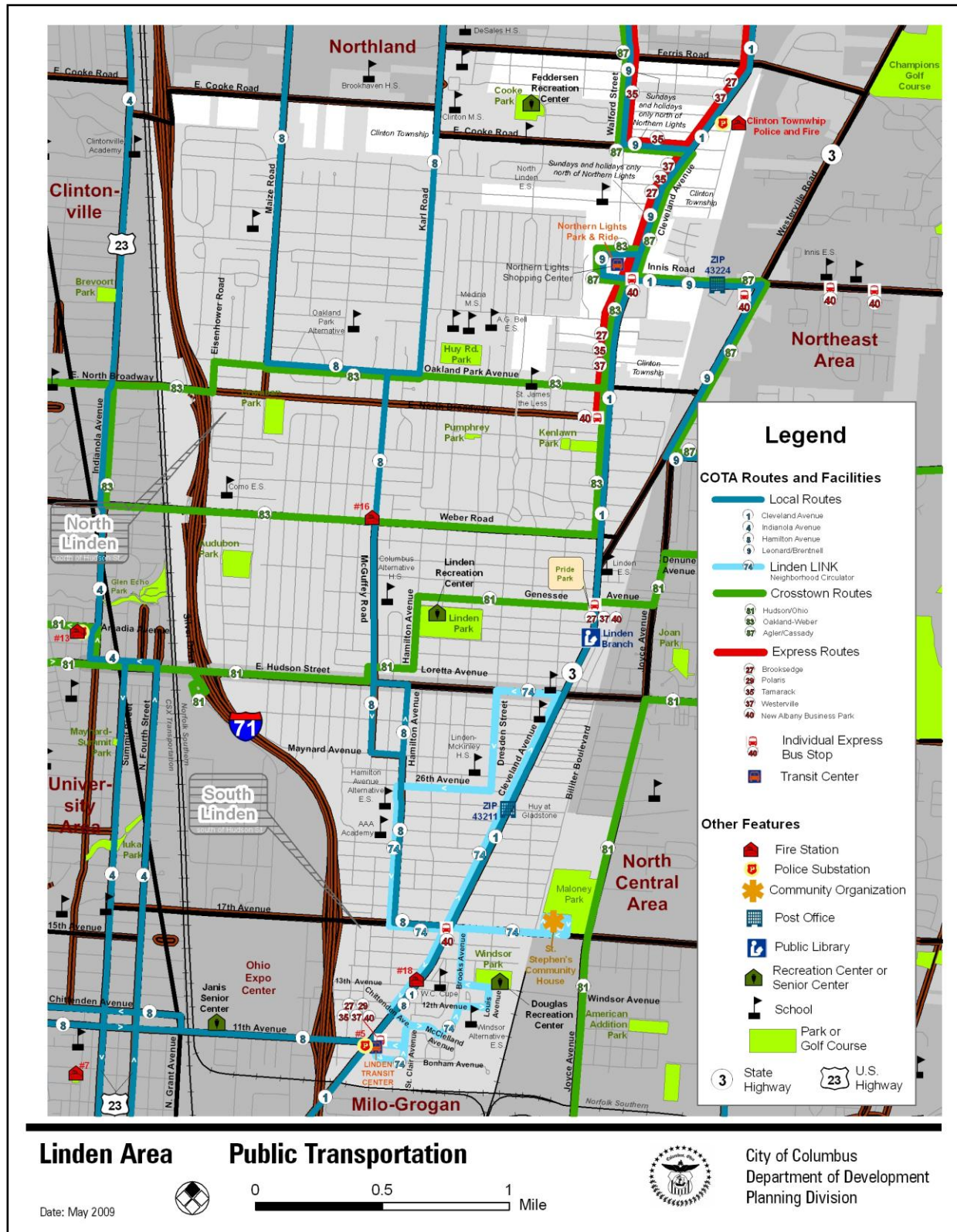
## Public Transit



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The Cleveland Ave. (Route 1) Central Ohio Transit Authority (COTA) local bus provides excellent north-south transit service to the eastern portion of planning area, with relatively frequent service and generous hours of operations, including limited service on Sundays and holidays. Similarly, the Hamilton Ave. (Route 8) local bus provides service through the central portions of the planning area. The Hudson/Ohio (Route 81) and Oakland-Weber (Route 83) crosstown buses provide east-west service through the area's central core and several express bus routes to and from downtown stop at principal nodes along Cleveland Ave. during weekday peak travel periods. A neighborhood circulator serves South Linden.



Sources: Central Ohio Transit Authority (COTA) data and staff analysis



## Rail

The Norfolk Southern and CSX Transportation lines provide freight service along the western edge of North Linden just west of I-71 north of Hudson St. A short Norfolk Southern (Pennsylvania Lines LLC) spur serves South Linden businesses along the neighborhood's eastern boundary south of 17<sup>th</sup> Ave.

## Bikeways and Multi-Use Trails

The Columbus Bicentennial Bikeways Plan anticipates, with a number of techniques, shared use of several planning area roadways by bicycles and motorized traffic, including a bike lane along the length of Cleveland Ave. The partially-abandoned railroad right-of-way just to the east is proposed to serve as a shared, multi-use trail, but the timing of its development is uncertain. Several miles of bike boulevard are planned on less congested roadways parallel to arterials as alternatives to bikeways following these more congested thoroughfares.

The table below identifies future bikeway improvements identified by the Bicentennial Bikeways Plan and is followed by detailed definitions of the various types of bikeway facilities and a bikeways plan map.

PROJECT IDENTIFIER (SEE MAP)	BIKEWAY	FROM	TO	TYPE OF FACILITY
EXISTING				
A	ARCADIA AVE.	WEST OF PLANNING AREA	FOURTH ST., N.	Signed Shared Roadway (or Route)
B	FOURTH ST., N.	ARCADIA AVE.	SOUTH OF PLANNING AREA	Signed Shared Roadway (or Route)
C	SUMMIT ST.	ARCADIA AVE.	SOUTH OF PLANNING AREA	Signed Shared Roadway (or Route)
PROPOSED				
1	11TH AVE., E	WEST OF PLANNING AREA	GRANT AVE./WEST RR CORRIDOR	Shared Lane Markings
2	11TH AVE., E	GRANT AVE./WEST RR CORRIDOR	CLEVELAND AVE.	Bike Lane
3	19TH AVE., LOUIS AVE., BONHAM AVE., and OPEN SPACE	CLEVELAND AVE.	GRANT AVE./EAST RR CORRIDOR	Signed Shared Roadway (or Route) and Shared Use Path (at Windsor Park)
4	AGLER RD.	CLEVELAND AVE.	EAST OF PLANNING AREA	Signed Shared Roadway (or Route)
5	AKOLA AVE. and BRIARWOOD AVE.	HOMECROFT DR.	CLEVELAND AVE.	Bike Boulevard
6	BANCROFT ST.	HUDSON ST., E.	REPUBLIC AVE.	Bike Boulevard





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7	BRIARWOOD AVE., EXTENDED TO EAST RR CORRIDOR	CLEVELAND AVE.	EAST RR CORRIDOR	Bike Boulevard
8	CAMDEN AVE. and ST. CLAIR AVE.	CLEVELAND AVE.	SOUTH OF PLANNING AREA	Signed Shared Roadway (or Route)
9	CASE RD.	KARL RD.	CLEVELAND AVE.	Bike Boulevard
10	CHITTENDEN AVE.	WEST OF PLANNING AREA	GRANT AVE./WEST RR CORRIDOR	Shared Lane Markings
11	CLEVELAND AVE.	NORTH OF PLANNING AREA	FERRIS RD.	Signed Shared Roadway (or Route)
12	CLEVELAND AVE.	FERRIS RD.	SOUTH OF PLANNING AREA	Bike Lane
13	DELBERT RD.	REPUBLIC AVE.	MYRTLE AVE.	Bike Boulevard
14	DRESDEN ST.	NORTH OF PLANNING AREA	27TH AVE.	Bike Boulevard
15	EISENHOWER RD.	OAKLAND PARK AVE.	NORTH BROADWAY, E.	Signed Shared Roadway (or Route)
16	ELMORE AVE.	MAIZE RD.	WALFORD ST.	Bike Boulevard
17	FOURTH ST., N.	ARCADIA	SOUTH OF PLANNING AREA	Bike Lane
18	HAMILTON AVE.	OAKLAND PARK AVE.	LORETTA AVE.	Signed Shared Roadway (or Route)
19	HIAWATHA ST. /HIAWATHA PARK DR.	ELMORE AVE.	URANA AVE.	Bike Boulevard
20	HIAWATHA ST. /HIAWATHA PARK DR.	URANA AVE.	PIEDMONT RD.	Shared Use Path
21	HIAWATHA ST. /HIAWATHA PARK DR.	PIEDMONT RD.	HUDSON ST., E.	Bike Boulevard
22	HIAWATHA ST. /HIAWATHA PARK DR.	HUDSON ST., E.	VELMA AVE.	Bike Boulevard with Shared Lane Markings under I-71
23	HUDSON ST., E.	WEST OF PLANNING AREA	EAST OF PLANNING AREA	Signed Shared Roadway (or Route)
24	INDIANOLA AVE.	NORTH OF PLANNING AREA	ARCADIA AVE.	Bike Lane
25	JOYCE AVE.	AGLER RD.	DENUNE AVE.	Signed Shared Roadway (or Route)
26	JOYCE AVE.	DENUNE AVE.	SOUTH OF PLANNING AREA	Bike Lane
27	KARL RD.	NORTH OF PLANNING AREA	OAKLAND PARK AVE.	Bike Lane
28	LANE AVE., E.	WEST OF PLANNING AREA	SUMMIT ST.	Signed Shared Roadway (or Route)
29	LEXINGTON AVE.	LORETTA AVE.	HUDSON ST., E.	Signed Shared Roadway (or Route)





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30	LORETTA AVE.	HAMILTON AVE.	LEXINGTON AVE.	Signed Shared Roadway (or Route)
31	MAIZE RD.	NORTH OF PLANNING AREA	OAKLAND PARK AVE.	Bike Lane
32	MAIZE RD.	OAKLAND PARK AVE.	N. BROADWAY, E.	Signed Shared Roadway (or Route)
33	MYRTLE AVE.	DELBERT RD.	EAST OF PLANNING AREA	Bike Boulevard
34	NORRIS DR. and under I-71	OVERBROOK DR.	NORRIS DR.	Shared Use Path
35	NORRIS DR.	NORRIS DR. and under I-71	MAIZE RD.	Signed Shared Roadway (or Route)
36	NORTH BROADWAY, E.	WEST OF PLANNING AREA	INDIANOLA AVE.	Signed Shared Roadway (or Route)
37	NORTH BROADWAY, E.	INDIANOLA AVE.	HIAWATHA ST.	Bike Lane
38	NORTH BROADWAY, E.	HIAWATHA ST.	EAST RR CORRIDOR	Bike Boulevard
39	OAKLAND PARK AVE.	EISENHOWER RD.	EAST RR CORRIDOR	Bike Lane
40	REIS AVE.	NORTH BROADWAY, E.	WEBER RD.	Signed Shared Roadway (or Route)
41	REPUBLIC AVE.	BANCROFT ST.	DELBERT RD.	Bike Boulevard
42	RR CORRIDOR (EAST)	NORTH OF PLANNING AREA	SOUTH OF PLANNING AREA	Shared Use Path
43	SEVENTEENTH AVE.	SUMMIT ST.	I-71	Signed Shared Roadway (or Route)
44	SEVENTEENTH AVE.	I-71	JOYCE AVE.	Bike Lane
45	SEVENTEENTH AVE.	JOYCE AVE.	EAST OF PLANNING AREA	Paved Shoulder
46	SUMMIT ST.	ARCADIA	SOUTH OF PLANNING AREA	Bike Lane
47	VELMA AVE.	HIAWATHA ST. /HIAWATHA PARK DR.	SEVENTEENTH AVE.	Bike Boulevard
48	WALFORD ST.	NORTH OF PLANNING AREA	ELMORE AVE.	Signed Shared Roadway (or Route)
49	WEBER RD.	WEST OF PLANNING AREA	I-71	Signed Shared Roadway (or Route)
50	WEBER RD.	I-71	CLEVELAND AVE.	Bike Lane
51	WESTERVILLE RD.	NORTH OF PLANNING AREA	CLEVELAND AVE.	Bike Lane

Source: Columbus Bicentennial Bikeways Plan (2008)



Types of **Bikeway Facilities** existing within or planned for the Linden planning area (*with identifying colors on the map that follows*):

**Bike Boulevard:** a roadway that allows all types of vehicles, but which has been modified to enhance bicycle safety and security. They tend to be residential streets but may include secondary commercial streets. (*Map color: brown*)

**Bike Lane:** a lane for one-way travel on a street or highway. These are designated with signs, striping, and pavement stenciling. Motorists and cyclists share the street, each having their own preferred lane. (*Map color: blue*)

**Bike Path:** a path segregated from motorized traffic for the use of bikes and sometimes shared with pedestrians. (*Map color: with lane road diet, purple*)

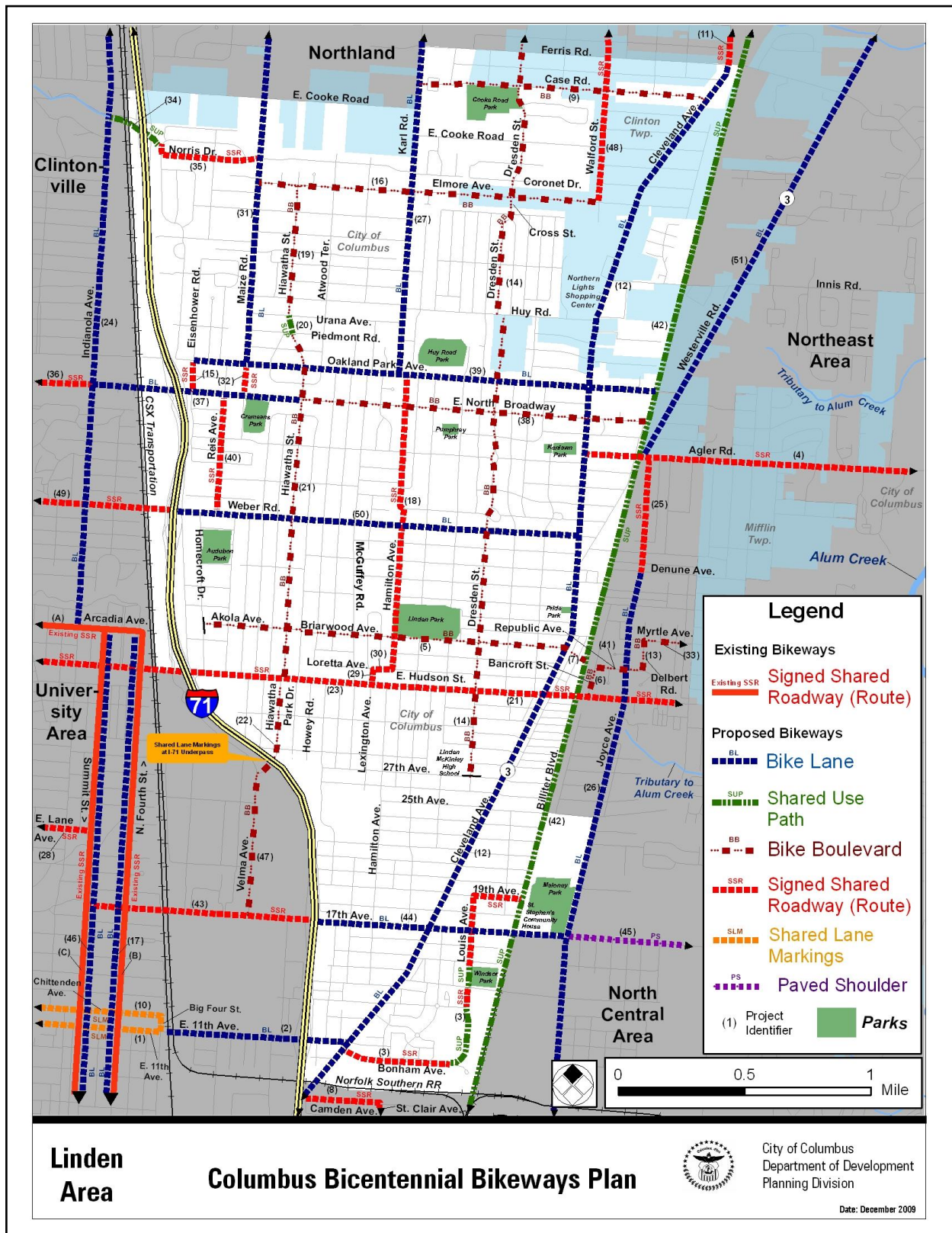
**Lane Road Diet:** the narrowing of a roadway by reducing the number of lanes or lane width(s). It is a traffic calming strategy used to reduce vehicle speeds and thereby improve cyclists' safety. (*Map color: gray, and with bike path, purple*)

**Lane Road Widening:** increasing the width of a street or one of its lanes, thereby allowing additional space for cyclists and, thus, improving their safety. (*Map color: black*)

**Shared Use Path or Trail:** a paved right-of-way completely separated from any street or highway. Often, these are built within greenway corridors; along railroad rights-of-way; or parallel to, but separate from, highways. They are shared by a variety of users, including cyclists, pedestrians, rollerbladers, and people pushing strollers. As such, they need to be designed appropriately to accommodate all such users. (*Map color: green*)

**Signed Shared Roadway (or bike route):** a roadway shared by cyclists and motor vehicle operators using the same lane and identified by signage indicating that it is a bikeway. (*Map color: red*)

Source: Staff compilation from several references





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Source: Columbus Bicentennial Bikeways Plan and staff analysis.

**Other Community Facilities and Infrastructure/Capital Improvements**

The following community facilities currently lie within and serve the planning area:

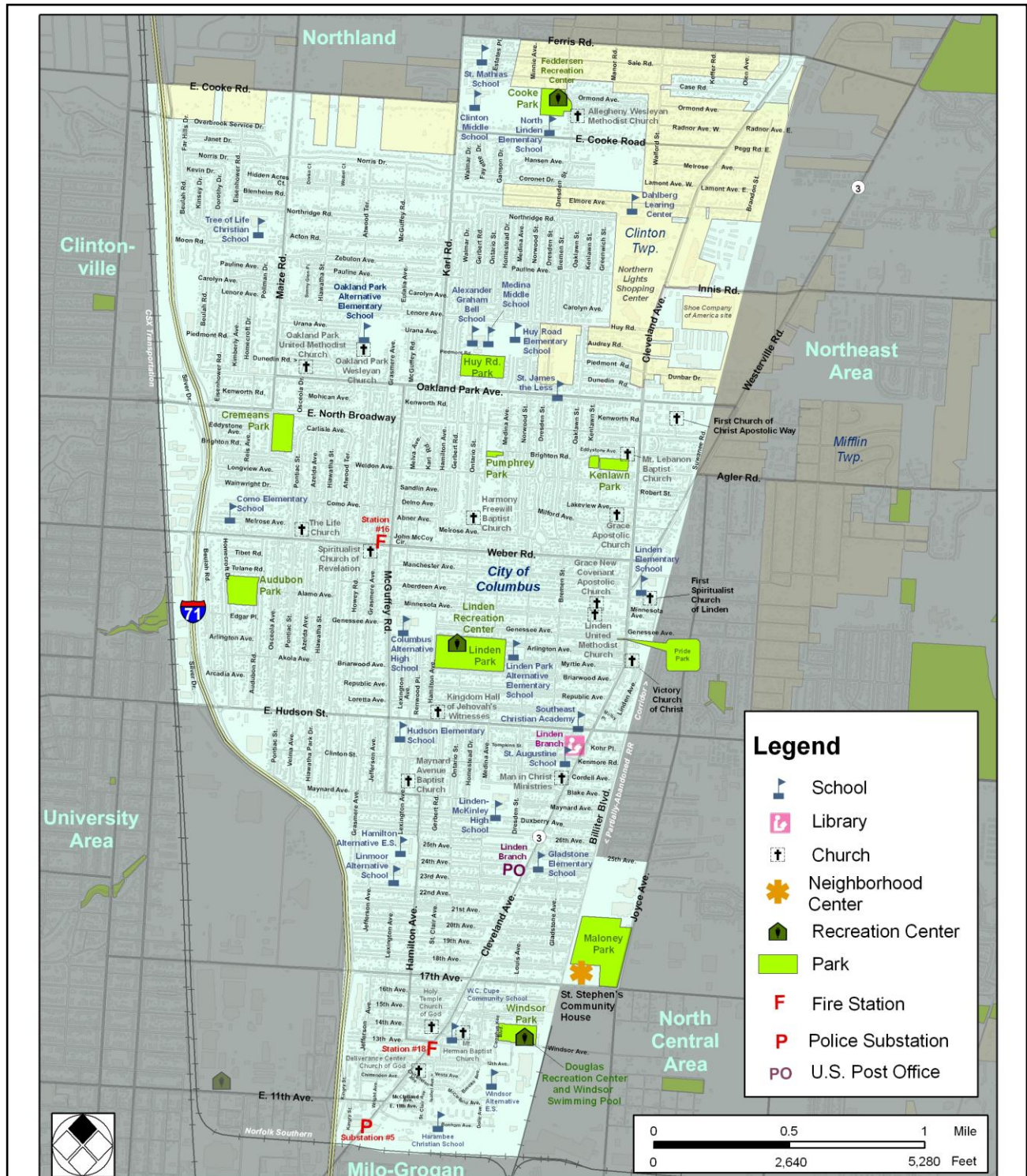
- the Linden Branch of the Columbus Metropolitan Library;
- Linden-McKinley High School;
- 23 other public, charter, and private schools;
- at least 17 houses of worship;
- Douglas Recreation Center and Windsor Swimming Pool;
- St. Stephen's Community House
- Feddersen Recreation Center;
- Linden and Maloney parks;
- 8 smaller parks;
- Columbus fire station No.16 and No.18;
- Five Precinct Neighborhood Policing Center, and
- the Linden branch of the U.S. Postal Service.





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## Linden Area

Date: February 2010

## Community Facilities



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Planning Division





### The Capital Improvements Program (CIP)

The following table shows City of Columbus sanitary sewer, stormwater, and transportation CIP projects identified for the Linden planning area. All CIP projects are shown on the map that follows.

MAP ID	PROJECT TYPE	PROJECT NAME	MAP ID	PROJECT TYPE	PROJECT NAME
1	Stormwater	Bremen St. -- Oakland Park Ave. Stormwater System Improvements	1	Sanitary Sewer	Adena Brook Ravine Area Sanitary Improvements and Upper Adena Brook Area Sewer Improvements
2	Stormwater	Brighton Rd. -- Neighborhood Stormwater Projects Phase IA	2	Sanitary Sewer	Atwood Ter./Akola Ave. Sanitary Relief Sewer
3	Stormwater	Cannon Dr./Glenmont Ave. Stormwater System Improvements (Glenmont Ave.)	3	Sanitary Sewer	Atwood Ter./Lenore Ave. Sanitary Relief Sewer
4	Stormwater	Cannon Dr./Glenmont Ave. Stormwater System Improvements (Yaronia Dr.)	4	Sanitary Sewer	Atwood Ter./Northridge Rd. Sanitary Relief Sewer
5	Stormwater	Case Rd. -- Neighborhood Stormwater Projects Phase III	5	Sanitary Sewer	Atwood Ter./Weber Rd. Sanitary Relief Sewer
6	Stormwater	Chittenden Avenue -- Clintonville Area Misc. Stormwater System Improvements	6	Sanitary Sewer	Beulah Rd. Trunk Sewer Rehabilitation
7	Stormwater	Cleveland Ave./Lakeview Ave. Sewer Improvements	7	Sanitary Sewer	Clinton Hts. Ave./Colerain Ave. Area Sanitary Improvements
8	Stormwater	Clintonville Area Drainage Improvements	8	Sanitary Sewer	Clintonville Private Source Infiltration/Inflow Pilot Program
9	Stormwater	Clintonville Drainage Improvements	9	Sanitary Sewer	Crestview Rd./Calumet St. Area Sanitary Improvements
10	Stormwater	Como Ave. -- Neighborhood Stormwater Projects Phase IA	10	Sanitary Sewer	Genessee Ave. Sanitary Relief Sewer
11	Stormwater	Crew Stadium Utilities	11	Sanitary Sewer	Lenore Ave./Huy Rd. Sanitary Relief Sewer
12	Stormwater	Eddystone Ave. -- Neighborhood Stormwater Projects Phase VII	12	Sanitary Sewer	Loretta Ave. Sanitary Relief Sewer
13	Stormwater	Eddystone Ave. -- Oakland Park Ave. Stormwater System Improvements	13	Sanitary Sewer	Piedmont Rd./High St. Area Sanitary Improvements



14	Stormwater	Elderly Ditch Enclosure	14	Sanitary Sewer	Sewer System Infiltration/Inflow Remediation -- N.W. Alum Creek Basin
15	Stormwater	Glen Echo Ravine West Indianola Erosion Control	15	Sanitary Sewer	Torrence Rd., E./Colerain Ave. Area Sanitary Improvements
16	Stormwater	Grasmere Ave. -- Oakland Park Ave. Stormwater System Improvements	16	Sanitary Sewer	Weldon Ave. Sanitary Relief Sewer
17	Stormwater	Iuka Ravine Park S.W. System Improvements	1	Transportation	Arcadia Ave. over Glen Echo Ravine
18	Stormwater	Linden Ditch Areawide Stormwater System Improvements	2	Transportation	Cooke Rd., E. from Karl Rd. to Dresden St. -- Sidewalks
19	Stormwater	Maize Rd./Morse Rd. Stormwater System Improvements, Phase 1	3	Transportation	Dresden St. from Coronet Dr. to Radnor Ave. -- Sidewalks
20	Stormwater	Manchester Ave., Hiawatha St., Cooke Rd. Stormwater System Improvements	4	Transportation	Eleventh Ave., E. at Cleveland Ave. -- Crosswalks and Signal
21	Stormwater	Medina Ave. -- Oakland Park Ave. Stormwater System Improvements	5	Transportation	Hansen Ave. -- Sidewalks
22	Stormwater	Mock Rd. S.W. System Improvements	6	Transportation	Hudson St., E. at McGuffey Rd. -- Intersection Improvements
23	Stormwater	North Central Area Drainage Improvements	7	Transportation	Hudson St., E. from Cleveland Ave. to Parkwood Ave. -- Operation SAFEWALKS
24	Stormwater	Northridge Rd. -- Oakland Park Ave. Stormwater System Improvements	8	Transportation	Indianola Ave. -- North Broadway to Morse Rd.
25	Stormwater	Norwood St. Drainage Improvements	9	Transportation	Indianola Ave. -- Urban Paving --Hudson St. to Morse Rd.
26	Stormwater	Oakland Park Ave. -- Neighborhood Stormwater Projects Phase II	10	Transportation	Joyce Ave. south of E. Hudson St. -- Operation SAFEWALKS
27	Stormwater	Oakland Park Ave. -- Oakland Park Ave. Stormwater System Improvements	11	Transportation	Leona Ave. Traffic Calming -- Cleveland Ave. to St. Clair Ave. (UIRF)
28	Stormwater	Oaklawn St. and Piedmont Rd. Drainage Improvements	12	Transportation	Milo-Grogan Cleveland Ave. -- RR Bridge from north of I-670 north to the east ramp of I-71
29	Stormwater	Pontiac St. -- Neighborhood Stormwater Projects Phase II	13	Transportation	Seventeenth Ave. from Clara Ave. to I-71 -- Widening
30	Stormwater	Seventeenth Ave. Improvements	14	Transportation	Seventh Ave. from N. Fourth St. to Sixth St. (UIRF)



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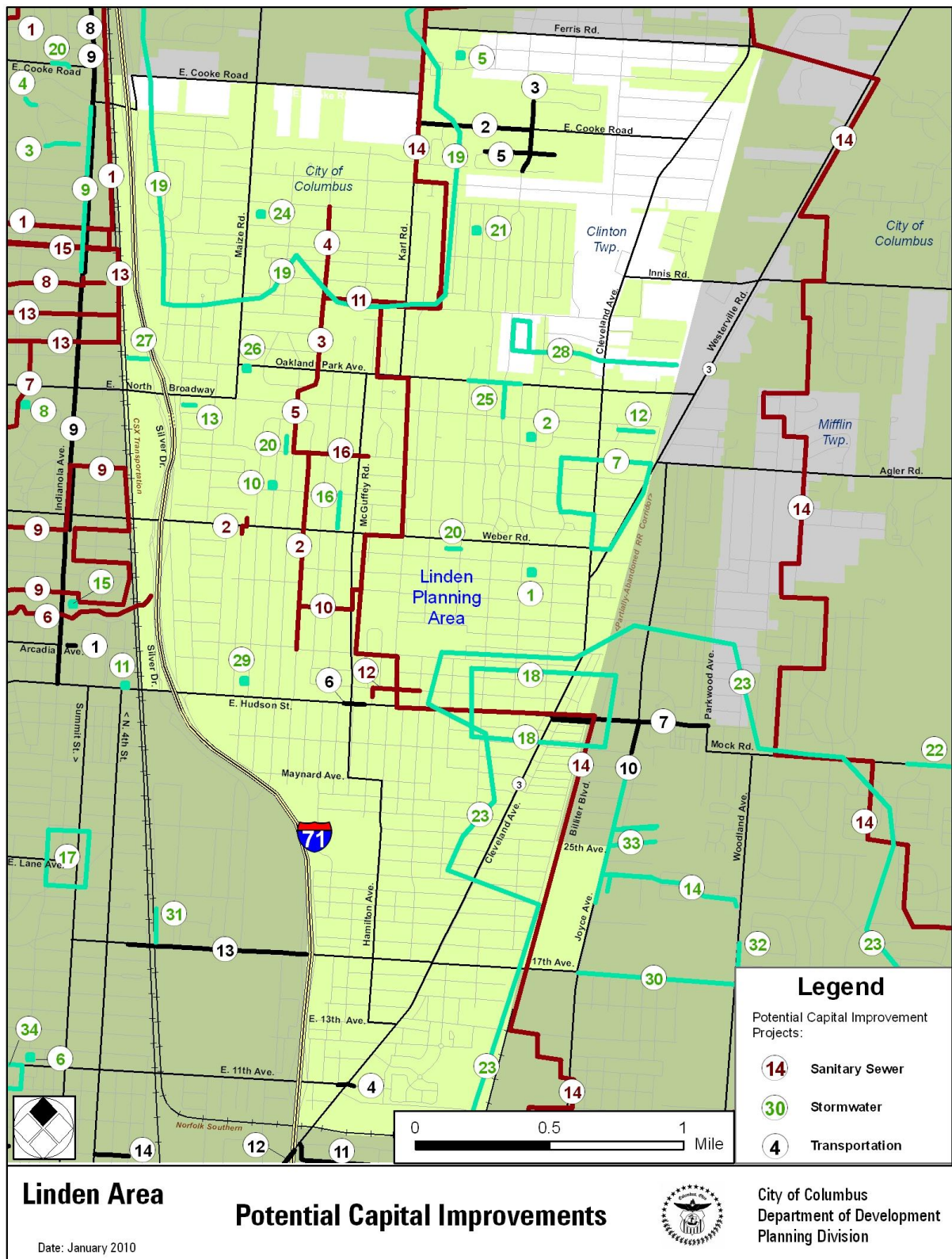
31	Stormwater	Seventeenth Ave. Storm Sewer
32	Stormwater	Teakwood Heights Area Drainage Improvements (American Addition)
33	Stormwater	Twenty-fifth Ave., E./Joyce Ave. Stormwater System Improvements
34	Stormwater	University Gateway Improvements





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Source: Columbus capital improvements data



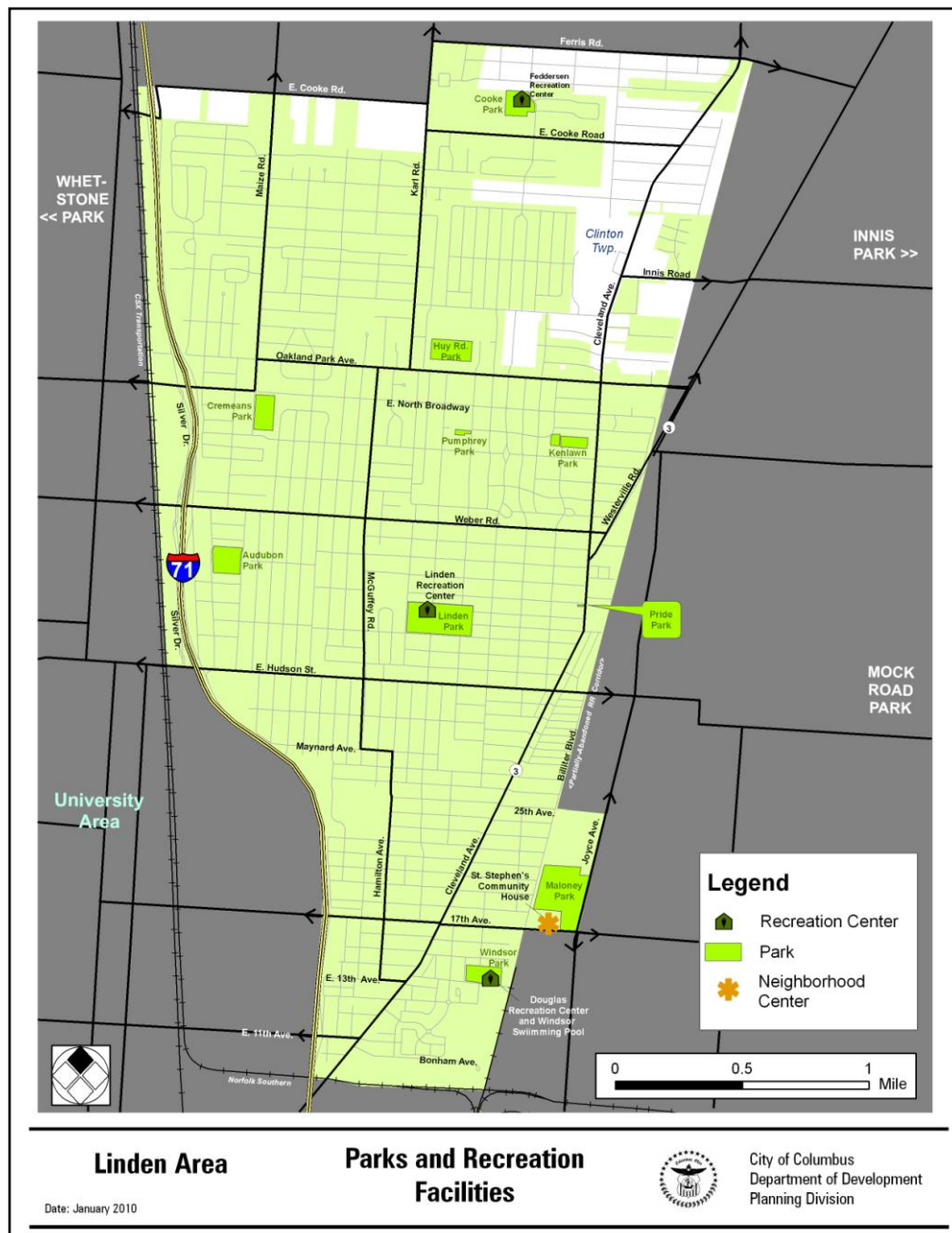
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## Natural Environment

### Parkland and Protected Open Space

The 25-acre Maloney Park, 20-acre Linden Park, and 8 smaller parks, well-distributed throughout the area, provide a significant amount of public green space for the enjoyment of residents and visitors to the area. There are 2.26 acres of parkland per 1,000 persons within Linden, but several large park facilities are within about a mile of the area, including Innis Park (97 acres), Mock Road Park (102 acres), and Whetstone Park (136 acres).



Source: Columbus Department of Recreation and Parks and staff analysis

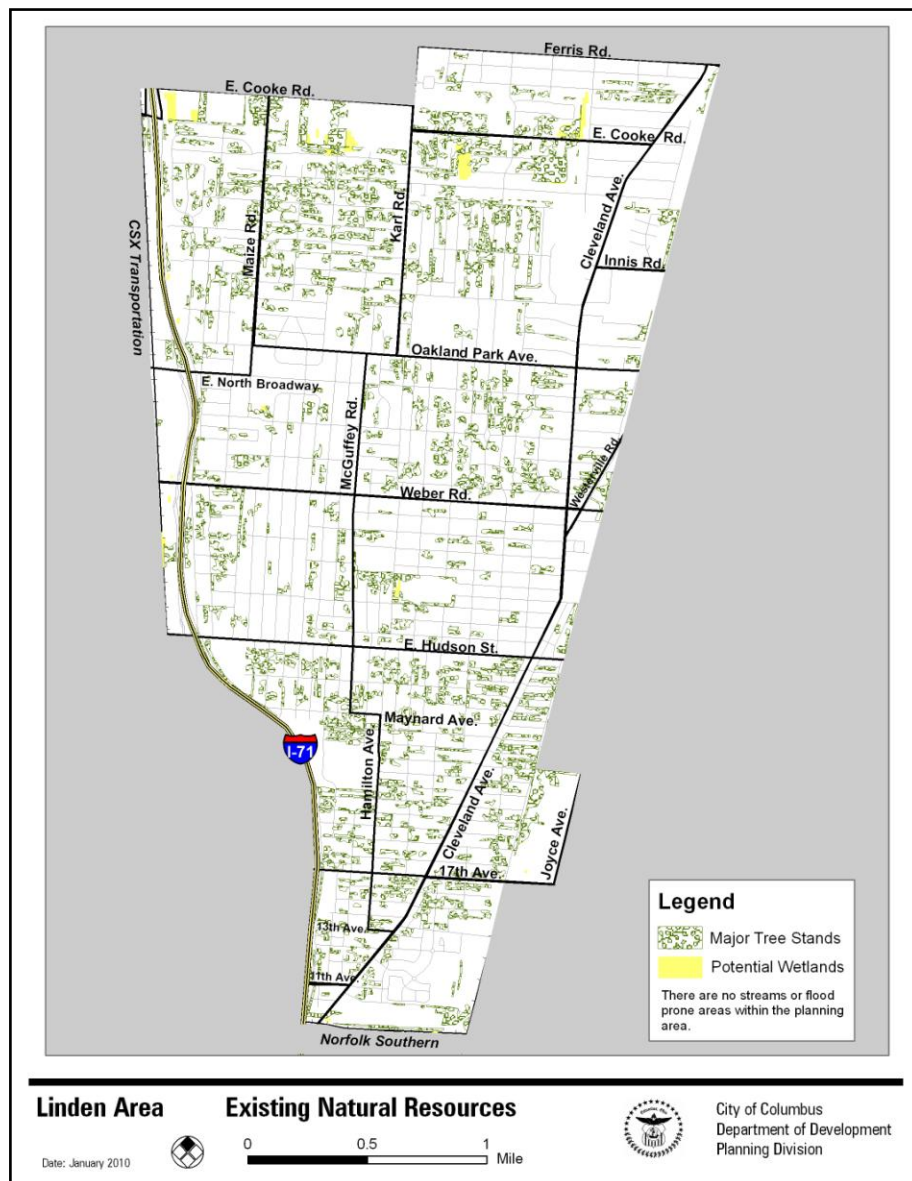


## Tree Cover

Aerial photography and windshield surveys indicate many areas of significant mature tree cover in Linden, especially in older, more established residential neighborhoods north of Weber Rd. and south of E. Hudson St. While many, many more individual trees are scattered throughout the planning area, the “Existing Natural Resources” map below show those locales where major stands of trees currently exist.

## Floodplains, Slopes, and Wetlands

The Linden planning area is quite flat, interrupted with very little natural topography due to the lack of streams or ravines. No flood prone areas exist and potential wetlands are almost nonexistent.



Source: Columbus Geographic Information System (GIS) Data





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### **Economic Development**

As is the case with many older, central city neighborhoods, there has been, over recent years, a gradual exodus of job opportunities within the Linden area leaving a number of largely-vacant, unattractive sites that used to enhance the economic viability of both the area and the city-as-a-whole.

The rehabilitation, revitalization, and, where appropriate, the diversification of the uses within aging strip shopping centers (opportunity sites) would go a long way toward creating jobs and provide a greater selection of retail, service, and office choices for area residents. Some of the aging commercial properties are large enough to accommodate one or more major non-retail employer offering good wages and benefits to its employees.

The planning area is almost certainly going to retain its character as primarily a bedroom community, but the availability of good transportation options due to its relatively central location also provides good access to employment centers to the south-southwest (downtown), north and northeast (Northland, Easton, Polaris), west (OSU campus area), and east (Interstate 670 corridor).

Neighborhood leaders appear ready to promote economic vitality and to strengthen the quality of life in the Linden area.